

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D.C.

ORDER NO. 2997

IN THE MATTER OF:

Served April 9, 1987

Application of THE AIRPORT)
CONNECTION, INC., to Amend Tariff)

Case No. AP-87-05

On April 1, 1987, The Airport Connection, Inc. ("applicant"), filed a proposed Supplement No. 1 to its WMATC Tariff No. 7. The effect of the supplement is to establish per-capita rates for service in sedan-type vehicles. The service would operate between Washington National Airport ("National"), and Washington Dulles International Airport ("Dulles"), on the one hand, and, on the other, points in the Metropolitan District as authorized by applicant's WMATC Certificate No. 111.

Service is proposed between National and four zones. Zone N-1, the "Hotel District" would be an area enclosed by the Potomac River, Wisconsin Avenue, Porter Street, Adams Mill Road, Irving Street, North and South Capitol Streets, and the Anacostia River. Zone N-2 would include all District of Columbia and Maryland points inside the Capital Beltway not included in Zone N-1. Zone N-3 would include only Dulles. Zone N-4 would include points in Montgomery or Prince George's Counties outside the Capital Beltway. The proposed fares are:

Between National Airport and:

| | | |
|----------|--------------------------|---|
| Zone N-1 | Exclusive use | \$12.00 |
| | Shared | \$7.50 |
| | Introductory Shared Rate | \$6.00 |
| Zone N-2 | Exclusive use | \$20.00 |
| | Shared | \$12.00 |
| Zone N-3 | Exclusive use | \$40.00 |
| | Shared | \$20.00 |
| Zone N-4 | Per Person | \$20.00 plus \$1.25 per mile outside Beltway |

Service is proposed between Dulles and three zones. Zone D-1 would include points in the District of Columbia and Montgomery County. Zone D-2 would include points in Prince George's County. Zone D-3 would include only National.

The proposed fares are:

Between Dulles Airport and:

| | | |
|----------|---------------|---------|
| Zone D-1 | Exclusive use | \$40.00 |
| | Shared | \$20.00 |
| Zone D-2 | Exclusive use | \$60.00 |
| | Shared | \$30.00 |
| Zone D-3 | Exclusive use | \$40.00 |
| | Shared | \$20.00 |

The lower rate applies to addresses on both sides of boundary streets. No more than four passengers would be carried in each vehicle. When a group travels together in a vehicle as a single party, it will be charged at the "shared" rate, applied per capita. In other words, the "exclusive use" rate applies only when one passenger makes a specific request to occupy the vehicle alone. The "introductory shared rate" of \$6 between National and Zone 1 would apply for the first 60 days after service begins. For an extra \$10 applicant would offer a "meet and greet service" in which a representative of applicant would meet the arriving passenger at the gate and assist with baggage.

Applicant proposes that all fares be doubled when a "snow emergency" is declared by the Department of Public Works of the District of Columbia Government. Applicant also proposes a "holiday surcharge" of \$5 per vehicle -- regardless of the number of occupants -- to be applied on Christmas Day, New Year's Day, Independence Day, and Thanksgiving Day.

Applicant submitted a balance sheet as of December 31, 1986, a statement of income and expenses for the six months ended December 31, 1986, and a 12-month projection of revenues and expenses estimated for the new service. The new service is expected to generate \$2,044,400 in revenue, producing net income before taxes of \$32,024.

Applicant projects a starting date of May 1, 1987, for service at National. Initially service will only operate between National and Zone 1, the "Hotel District" in the District of Columbia. This would be for the first 60 days, the period of the "introductory" discount rate. After 60 days the service would expand to include the remainder of the District of Columbia and points in Montgomery and Prince George's Counties inside the Capital Beltway. Ninety days after the initial service, operations would be extended to the remainder of Montgomery and Prince George's Counties. No date has been set for service to begin at Dulles.

Applicant states without elaboration that 70 vehicles have been purchased by "TAC Limousine Company," 10 of which had been delivered by the filing date. None of these vehicles had been titled or licensed at that time. "TAC Limousine Company" is not the applicant herein. If the vehicles are to be titled to "TAC Limousine Company" and leased to applicant, appropriate leases must be filed with and approved by the Commission.

Applicant has filed its tariff so as to permit the 30-day statutory period to run while it completes its arrangements to begin service. This is not an unreasonable approach. Nevertheless, there is a minimum of information the Commission will need to give due consideration to this application. Accordingly, the filing of certain vehicle-related data and documentation will be directed.

In addition, two of applicant's fare-related proposals are likely to be of special concern: (1) the doubling of fares during snows and (2) the \$5 holiday surcharge. Applicant will be directed to submit specific justification for each of these proposals.

Finally, there is no information as to when the service will begin at Dulles, and there is no information as to whether or where any existing scheduled service may be reduced as a result of the proposed service. Applicant's attention to these matters is invited.

THEREFORE, IT IS ORDERED:

1. That The Airport Connection, Inc., shall submit additional specific justification for its snow and holiday extra-fare proposals.

2. That The Airport Connection, Inc., is directed to file an original and four copies of an equipment list covering the vehicles to be used in the proposed service, including year, make, model, serial number, company identification number, and license plate number and jurisdiction.

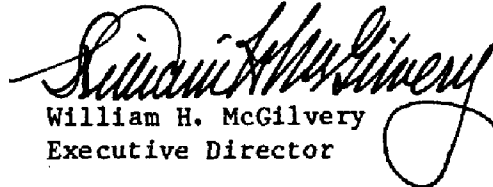
3. That The Airport Connection, Inc., is directed to file an affidavit that each of the vehicles on the above-required equipment list has passed inspection by the jurisdiction in which it is licensed.

4. That The Airport Connection, Inc., is directed to file an affidavit that each of the vehicles on the above-required equipment list has been identified in accordance with Commission Regulation No. 68.

5. That The Airport Connection, Inc., is directed to file equipment leases in accordance with Commission Regulation No. 69 for any vehicles it proposes to operate but not own.

6. That The Airport Connection, Inc., is directed to file an insurance certificate in accordance with Commission Regulation No. 62 showing that it is insured to operate the vehicles on the above-required equipment list, or, in the alternative, evidence that these vehicles are covered by the certificate of insurance already on file with the Commission.

FOR THE COMMISSION:


William H. McGilvery
Executive Director